

Minutes of the Special Meeting of the Board of River Port Pilot Commissioners and Examiners (Calcasieu) held at 1:30 P.M., February 10, 2015 in the Board Room of the Port of Lake Charles located at 150 Marine Street, Lake Charles, Louisiana

In attendance and constituting a quorum, were:

- Captain Jack Lemon, Chairman
- Mr. Mitch Drost, Vice Chairman
- Mr. Elcie J. Guillory, Secretary

Absent:

None

Also present:

Captain Brett Palmer, Lake Charles Pilots

Captain Lemon called the meeting to order at 1:30 P.M.

- 1. -----
Election of Officers.

Captain Lemon asked for motions to elect officers of the Board of River Port Pilot Examiners and Commissioners (Calcasieu):

Captain Lemon offered three motions to keep the officers in the same position with Captain Lemon as Chairman, Mr. Drost as Vice Chairman and Mr. Guillory as Secretary.

- Captain Lemon Chairman
- Mr. Drost Vice Chairman
- Mr. Guillory Secretary

Mr. Drost seconded the motions and they carried unanimously.

- 2. -----
Approval of November 20, 2014 Special Meeting Minutes.

Mr. Drost offered a motion to approve the November 20, 2014 Special Meeting minutes. Mr. Guillory seconded the motion and it carried unanimously.

4. Other matters which may properly come before the Board

Captain Lemon stated there one other matter to come before the Board. He offered a motion to add an incidental report to the agenda. Mr. Guillory seconded the motion and it carried unanimously. The item was added to the agenda. Captain Lemon stated the incident happened on January 22, 2015 on the *MV El Juniorpnt*. It had a loss in rpms which they think was caused by the new fuel regulations that came into effect on the first of the year on ultra-low sulfur diesel fuel.

Captain Lemon called upon Captain Palmer to address the Board on the matter.

Captain Palmer stated in the incident that occurred on the channel, the vessel actually lost its engines for almost eight hours. The vessel was underway outbound, lost its engines, had to go to anchor, do an emergency anchoring, and sat there and blocked the waterway for nearly eight hours. They are hoping this is an isolated incident, but because of the requirements to burn low sulfur diesel as an EPA requirement, and for ships and US ports, that went into effect January 1, 2015, that the Mississippi River pilots have reported several incidents of this occurring and so have the Houston pilots. Some ships are just not adequately equipped to burn this low sulfur diesel. They typically burn just a thicker diesel and bunker seal oil, which has more pollutants in it. Hopefully these vessels will find out their issues before they come to Lake Charles. Just as an acknowledgement in the future, they may see some of these reports for lost engines.

Captain Lemon stated he was inbound. They didn't really lose their engines, it just got to where he couldn't run it over the dense swells he had. So he had to shut it down. Mr. Drost asked where they got the fuel. Captain Lemon stated a lot of times they get it here. Mr. Drost asked if it was more expensive than other fuel. Captain Lemon stated it was like when your car used to burn leaded gasoline, it does not lubricate the cylinder walls like it should. It burns hotter and drier. He does not know what the end game was from the incident. He has not read the report yet. He sat there over eight hours. Then they got the engine cranked and went on to the dock.

Mr. Drost ask if there was any property damage or anyone hurt. Captain Lemon said no there was not.

Captain Lemon offered a motion to take no further action on these items. Mr. Guillory seconded the motion and it carried unanimously.

There being no further business to come before the Board, on a motion made by Mr. Drost, seconded by Mr. Guillory, and approved unanimously among those present the meeting was adjourned at 1:37 p.m.